2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

CHAPTER EIGHT

Protectorate Development

THE people of all the States of the Protectorate are, for the most part, hardworking and competent farmers depending as they do primarily on agriculture for their living. Fate has not treated them very kindly, having so arranged matters that the areas with the most tillable land have the smallest rainfall. The absence of rain is compensated for in some places by the presence of water-courses which, though dry for most of the year, become flooded during the late summer and autumn when there is, normally, heavy rain in the hills. These flood waters have, in Lahej and in Abiyan and in one or two other areas, been harnessed and an irrigation system spreads the water over the land and the valuable cotton and other crops are the result.

The idea of developing the Abiyan plain was conceived by Brian Hartley, the then Director of Agriculture in 1940, when shortage of foodstuffs, due to the World War, turned everyone's thoughts to finding alternative local sources of supply which would not be affected by shortage of shipping and the interruption of normal sea communications. Abiyan is a flat open plain triangular in shape with the apex buried in the Yafa hills and the broad base along the shores of the Gulf of Aden and the Indian Ocean. It slopes gently from north to south and it is intersected by two large Wadis, the Bana and the Hassan. These two Wadis run far up into the highlands of the Yemen and every summer the seasonal floods come rushing down them as the rain clouds from the Indian Ocean break over the distant hills. These floods are rich in silt which fertilises the soil on which it is deposited. Hundreds of years ago

241 Hundreds of years ago Aden
133 the value of these silt-laden seasonal floods was realised by the
312 people of the plain, and they initiated an elaborate irrigation
134 system, the remains of which exist to the present day. Years of
926 inter-tribal warfare which benefited no-one, brought the original system to ruin and the land went out of cultivation and the silt-laden waters rushed unimpeded headlong to the sea to discolour the ocean for many miles.

• 654 Hartley started with a modest capital of £10,000 granted
312 by His Majesty's Government for the purchase of seed grain
241 and for the hiring of bullocks to build dams and till the ground;
648 and with this modest sum he was able to bring 700 acres under
[926] cultivation. The tribes were loath to give up what had become their battle-field, and their silly futile squabbles interrupted Hartley's efforts until the patience of the Aden Government was exhausted and measures were taken to enforce security in the area.

648 Once the World War was over, food production was no
654 longer of paramount importance, and with the economic
248 future of the area in mind long staple Egyptian cotton cultiva-
178 tion was successfully introduced, and by an Administrative Order of my predecessor, an organisation known as the Abiyan Board was set up to manage the whole agricultural project. Additional capital to the extent of £270,000 was obtained as a loan from His Majesty's Government and there was rapid development, so that by the time I became Governor several thousand acres were under cotton cultivation. The Board directed the agricultural policy of the area, was responsible for pest control, owned and operated the heavy agricultural machinery necessary for the economic working of the land, owned and operated two cotton ginning factories, controlled the distribution of flood water through the irrigation canals and channels, and was responsible for the shipping and marketing of the cotton crop.

648 In spite of the changed circumstances of the Board they continued to function by virtue of the original Administrative Order. All efforts by my predecessor to regularise the position by persuading the Fadli and Lower Yafa States, within whose territories Abiyan is situated, to enact decrees failed owing to

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
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the intransigence of the Lower Yafa State Council. I was no more successful, and towards the end of my association with Aden there arose a serious disagreement between the States and the Board.

The States had grown rich and the farmers prosperous as a result of their own hard work, and the Board's activities and guidance, and they began to think that they knew all about the cultivation of such a specialised crop as high grade cotton. The Board had grown rich also and had become a trifle domineering and, of course, it was managed by an Englishman and had a number of British employees. It was just about this time that nationalism became rampant in the Middle East and the indigestion of unaccustomed wealth from which the States were already suffering, was rendered acute by the flatulence of anti-British broadcasts from Egypt. Dissatisfaction with the goose that had laid and was laying the golden eggs became acute.

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The policy of the Board was directed by a Committee which functioned under the chairmanship of the British Adviser and was composed of representatives of the two States, the Manager of the Board and the Director of Agriculture. Unfortunately the Board did not always pay heed to the directions of this Committee and there was no doubt that the States were not without genuine cause for some dissatisfaction. It was high time that the future organisation of the Board was considered seriously and its exact functions more clearly defined. Various schemes were considered and rejected until, at last, one was produced that my advisers and I thought would meet the rapidly changing political conditions and at the same time would regularise the Board's increasing activities outside the Abiyan area in Lahej and elsewhere, and which were no concern of the Fadli and Lower Yafa States.

The new scheme gave very considerable power to the States, but the essential right of Government to act in an emergency to prevent a breakdown due to inter-State disputes or gross mismanagement was retained. I should make it quite clear that the States had no quarrel with the Board's British employees whose value they did not underestimate and whose

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
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services they were most anxious to retain. The Fadli representative, the Sultan's Minister or Naib as he is called, was favourable to my scheme and was prepared to advise the Fadli State Council to enact the decree necessary to give it legal force in their State. Not so, however, the Lower Yafa Naib who was Sultan Muhammed with whom I had journeyed to Al Qara and who objected to power to act in an emergency being specifically assigned in the scheme to Government. He maintained that his State Council, of which he was President, would not be prepared to approve the decree necessary to bring the scheme into force in Lower Yafa. What he really meant was that he would advise the Council not to approve. I went to Abiyan personally and discussed the matter fully with both the Naibs, but I was no more successful than the British Agent had been with his considerable powers of persuasion, and Sultan Muhammed remained firmly in opposition. The only thing to do was to let the matter rest for a while and hope that time would bring about a change in the Yafa attitude.

Unfortunately time was not given much of a chance to show what wonders it could work, because the Lower Yafa Sultan, who had made over his authority in the lowland area of his State, which included the Yafa lands on the Abiyan plain to the Council, while retaining personal control of his highlands, suddenly lost his temper and clapped his son and several members of the Council into prison. Why the Sultan lost his temper has remained a mystery, and he had probably forgotten the reason himself the next morning, because he ordered the release of the prisoners and directed them to resume their various offices. He released them because it was brought to his notice that he had given me an undertaking to occupy himself exclusively with the highlands and not to interfere with his son and the Council in their conduct of affairs in the lowlands. The Council members were very cross indeed and refused to resume their functions and, led by Sultan Muhammed, most of them motored off to Lahej, leaving a void which was filled within two hours by an Assistant Adviser and a detachment of Government Guards. Swift and firm action is essential if

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
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disorder is to be prevented when the Cabinet, led by the Prime Minister, go away and leave their country to its own devices.

There was no trouble at all and disappointed by the result of their demonstration the Naib and his colleagues thought better of their hasty action after a few days and returned to their duty, and the Government Guards went back to Aden to await the next emergency. The atmosphere was still not conducive to calm thinking, so the negotiations about the re-organisation scheme for the Board were further delayed, while the Naib and some of the Council members prepared to form with the Fadli Naib and representatives of his Council a joint mission which, under the experienced guidance of the Director of Agriculture was being sent to London and Liverpool to discuss cotton prices and the method of disposal of the cotton crop when the Board's contract with the Raw Cotton Commission expired. It was thought that the change of air and change of scene would do everyone good, and very soon the minds of those who had not travelled to the West before were absorbed with such problems as how to button up a pair of trousers and whether the shirt went inside or outside.

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Up in the highlands of Upper Yafa where the rainfall is sufficient for coffee to be grown, there is very little soil, and the hardy inhabitants have conserved every inch they can find by terracing their steep hills to their very tops. I always enjoyed flying over this country which I never reached on foot, and looking down at the mountains which, with their intricate terraces looked exactly like a geography model designed to illustrate contouring, so closely have the builders followed the natural course of the ground. The coffee produced in these hills is as fine as the so-called "Mocha" coffee of the Yemen and most of it finds its way down to Aden and from there, after being graded for quality, reaches the markets of the United Kingdom and the United States. I said so-called "Mocha" coffee because in point of fact no coffee is grown in the neighbourhood of Mocha, which is a small sea port on the Yemen coast of the Red Sea which gave its name to the coffee which was exported from there after having been brought down by

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3:Gt. Brit. . Colonial Office G-3 (1938) 1940 M41 Aden M41

Fakum, the last two on the Little Aden Peninsula, are situated in this area.

(d) The island of Perim.

Description

The Aden Peninsula is high, rocky and of volcanic formation; Jebel Shamsan, its summit, is 1,725 feet (525 m.) high and there are some turreted peaks close to it. The harbour lies westward and north-west of the peninsula. Crater, the main Arab town, is situated at a distance of five miles from the modern harbour and lies in the crater of the extinct volcano on the east of the peninsula.

The isthmus is a flat sandy plain which is barely ½ mile wide at its narrowest point near the peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Aden Settlement, but except during the cold weather months produce is very limited. There are also privately-owned date palms there.

Hiswa has several groves of palms, but with these exceptions there is no regular cultivation in the Colony.

Perim

Perim Island, situated in the Straits of Bab-el-Mandab, is bare, rocky and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet (65 m.) high. The surface of the island is grooved with dry water courses and covered with coarse grass and stunted shrubs, the subsoil being sand and conglomerate coral. Perim Harbour and False Bay, a small shoal light, lie on the southern side of the island. Perim was at one time of importance as a coaling station, and the Eastern Telegraph Company and Lloyd's were represented there. There are now no commercial concerns on the island.

Climate

There is a third-class meteorological observatory in Aden under the superintendence of the Medical Officer in charge of the European General Hospital. The minimum day temperature recorded was 69·1 in February, 1938, and the maximum was 101·5 in July, 1938. The rainfall totalled 1·59 centimetres. Hot sandy winds prevailed as usual during the south-west monsoon. There are no crops in Aden, which depends on supplies from other countries, principally India and the interior.

The climate of Aden from October to April, i.e., during the north-east monsoon, is cool and pleasant, especially from November to February. During the south-west monsoon, i.e. in July and August, strong winds prevail which give some relief from the damp airless heat of May, June and September. Sandstorms are apt to occur in the months of May, June, July and August. These come from a northerly direction usually a short time before sunset and are often

3 Gt. Brit. Colonial Office G-3 (1938) 1940 MM1 Aden MM1

152 very intense, though usually of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

● 654 204 Meteorological records are maintained at the European General Hospital and the data are published in the Aden Colony Gazette weekly.

History

504 Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade route between Egypt and India and to the fact that it is easily defensible.

497 Prior to the discovery of the Cape route in the fifteenth century the trade followed much the same course as the main trade route between the East and the West does today, i.e. across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. From the earliest times the great Empires of the world realised the importance of Aden. During the time of the Romans at least two endeavours were made by them to capture the Red Sea trade and they sent an unsuccessful expedition against Aden. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden 175 was attacked by the Portuguese in 1513 and 1516, and was for a time occupied by them. It was captured by the Turks in 1538 and remained in their hands about 100 years until the Yemen Arabs rebelled and drove them out. Aden thus passed under the Imams of Sana' who have never renounced their claim to it. In 1728 the Sultan of Lahej, the Ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate. The decline of Aden continued until its capture by the British in 1839, when it was only a village of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship on the coast near Aden resulted in an expedition being sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The fortress was captured on 19th January, 1839, and Captain Haines became the first British Resident.

The replacement of sailing ships by steam vessels was one of the reasons which led to Aden's occupation by the British, and the revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for the town its old importance. As a result of the [161] increased prosperity of Aden since the British occupation the 504 population has risen from 500 to 46,000. The modern commercial prosperity of Aden is primarily due to the fact that it is an important fuelling station, originally for coal and now for coal and oil. It is nearer than any other large port on the main eastern trade route to the Anglo-Iranian Oil Company's production centre in the Persian

4:Gt. Brit., Colonial Office G-3 (1937) 1939 MMI Aden MMI

DESCRIPTION.

The Aden peninsula is high, rocky and of volcanic formation; Jebel Shamsan, its summit, is 1,725 feet (525 m.) high and there are some turreted peaks close to it. The harbour lies westward and north-west of the peninsula. Dwelling-houses and shops are constructed on the ridges of the mountain and in the valleys between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour and lies in the extinct volcano on the east of the peninsula.

The isthmus is a flat sandy plain on which has been laid out the aerodrome and lines of the Royal Air Force, the Naval wireless station, the Aden Protectorate Levy lines, and the golf course. Owing to lack of building space at Tawahi, dwelling-houses for senior Government officials have recently been constructed here. It is only 1,320 yards wide at its narrowest point near the peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Aden Settlement. There are also privately-owned date palms there.

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Climate.

There is a third-class meteorological observatory in Aden under the superintendence of the Medical Officer in charge of the European General Hospital. The maximum day temperature recorded was 100·3 in June, and the minimum was 68·1 in December. The rainfall totalled 8 centimetres. Hot sandy winds prevailed as usual during the south-west monsoon. There are no crops in Aden, which depends on supplies from other countries, principally India and the interior.

The climate of Aden from October to April, i.e. during the north-west monsoon, is cool and pleasant, especially from November to February. During the south-west monsoon, i.e. from June to September, a hot sandy wind known as Shimal prevails on the peninsula, but on its western side the breezes are

4 Gt. Brit. Colonial Office G-3 (1937) 1939 MM1 Aden MM1

from seaward and fairly cool. May, a part of June, and September are generally hot, damp, and airless. Sandstorms occur in the months of May, July and August. These come from a northerly direction usually a short time before sunset and blow very strongly at times up to 10 p.m., the air being so thick with sand that it is only possible to see a short distance, and the temperature falls. During the month of August dense mists occur at times and it is not possible to see across the harbour.

Meteorological records are maintained at the European General Hospital and the data are published in the Aden *Colony Gazette* weekly for the information of the public.

History.

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade route between Egypt and India and to the fact that it is easily defensible. Prior to the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade route between the East and the West does to-day, i.e. across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. From the earliest times the great Empires of the world realized the importance of Aden during this period, and during the time of the Romans at least two endeavours were made by them to capture the Red Sea trade and they sent an unsuccessful expedition against Aden.

The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years until the Yemen Arabs rebelled and drove them out, Aden thus coming under the Imams of Sana', who have never renounced their claim to it. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence and included Aden in his Sultanate. The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship on the coast near Aden resulted in its capture by a successful expedition sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The desire to establish coaling stations on trade routes, necessitated by the replacement of sailing ships by steamer, was one of the reasons which led to Aden's occupation by the British. The revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the population has risen from 500 to 46,000. The modern commercial prosperity

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden M M 1

651 (2) The Income Tax Ordinance No. 11 of 1947 which makes provision for relief from double taxation. Arrangements have already been made with the United Kingdom Government to make this provision operative between the two Governments from 1st April, 1947.

Treasury

652 The work of the Treasury Department continued along usual lines during 1947. During the year, however, the Treasury was made responsible for the maintenance of accounts and calculation of pensions in connection with the newly established Widows' and Orphans' Pensions Fund.

Trade Registration

659 Since the economic crisis the Trade Registration Department was expanded in order to comply with the request of the Secretary of State for the Colonies that accurate and prompt figures of Aden's trade returns should be available.

INDUSTRY

Salt

439 During the war the salt industry was handicapped by the lack of tonnage to ship local produce to India and other places. Even in 1946 the position had not materially improved, as only about 90,000 tons were shipped, but 1947 brought increased prosperity to the industry. Exports totalled over 300,000 tons, or over three times the 1946 figure. Much of this was coarse salt shipped to Japan under a contract with the United Kingdom Government.

Fisheries

654 The Fisheries Adviser to the Secretary of State for the Colonies visited the Colony and the Protectorate in the early part of the year; he came to the conclusion that the waters of the Gulf of Aden showed great promise of early development.

As a result of this visit and in view of the urgent need for increased production of food and other fish products, the Secretary of State despatched to Aden a small team of experts to investigate the best methods of increasing the output of the local and Protectorate fisheries and the suitability of the local types of fish for canning and processing. The cost of this expedition is being met by a free grant under the Colonial Development and Welfare Act. The team was accompanied by the Government Fisheries Officer who will continue to advise Government on fisheries development when the other experts have completed their work.

SOCIAL SERVICES

Education

658 The new Director of Education arrived in the Colony from Eritrea on 3rd November, 1947.

871 The demand for educational facilities continued to increase, but diffi-

Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MAI

kinds of fish are taken in fair quantity but no one species appears to predominate. Crawfish are reported as numerous on rocky bottoms, but they are only taken locally for sale fresh to Europeans. Oysters abound on the rocks between tidemarks and could no doubt be cultivated in several landlocked bays where markets are available.

In general, the fisheries appear to be promising but localised and seasonal, the fishermen tending to follow the shoals along the coast. A fishery based on a harbour might have to employ vessels of considerable ranged storage capacity if landings were to be kept constant throughout the year.

During the greater part of 1947 the Fisheries Officer was still under training in the United Kingdom, but the Fisheries Adviser to the Colonial Office himself spent a fortnight in the Colony and Protectorate early in the year and was much impressed by the quantity of fish available. By November an extensive survey of the fisheries resources of this area had been planned in London and a party, consisting of a fish oils chemist, a canning expert, a Political Officer and the permanent Fisheries Officer, arrived in Aden towards the end of the month. They were later joined by the Fisheries Adviser and a second Fisheries Officer was expected early in 1948.

By the end of the year, the two technical experts and the Political Officer were at work at Mukalla and the Fisheries Officer was at Aden starting to equip two vessels for experimental fishing.

OTHER INDUSTRIES

As already stated, the main industry is the bunkering of ships and the handling of cargo. These activities are in the hands of large firms, the labour employed consisting almost entirely of immigrant Yemeni Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

There are some small factories owned by private companies. The chief are soap works, aluminium pressing of domestic utensils, cutting of button blanks from trochas shell, manufacture of cigarettes and dyeing and printing of cloth. These (with the exception of button blanks) supply the local demand and provide for export to adjoining territories.

Of industries organised among small producers, the principal one is the weaving of cloth, by one-man treadle-operated handlooms. This supplies Aden and adjoining territories. Small crushing-plants, with one camel turning a mill, extract sesame oil for cooking purposes.

The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.

Lorries are owned in small fleets by merchants and contractors; conversely, the 65 buses are almost in individual ownership. Taxis are in small ownership, and mainly driven by Somalis.

As an example of the diverse nationality of business ownerships in Aden, the following are the main concerns and their proprietorship:

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden mm1

Chapter 6: Production

SALT

The principal native product of Aden is salt, made from sea-water by solar evaporation in a series of pans, 3,682 acres in extent. 317

The industry is in the hands of four manufacturers, one Italian and three Indians. There has been a considerable improvement in production in the last three years as can be seen from the following figures :

Year	*Quantity of salt produced in tons*
1946	113,042
1947	194,549
1948	271,108
1949	303,432
1950	255,865

India bought three-quarters of its overseas requirements of salt from Aden, and Japan also increased its demands. [439]

FISHERIES

The position in the industry is in the main unaltered since the publication of the 1948 report. The Fishery Department began work on a permanent basis during the winter of 1949-50, when the Fishery Officer returned from leave in December and a British skipper for the fishery vessel arrived in Aden in January. During 1950, progress was disappointing, the fishery vessel being handicapped for eight of the twelve months by a broken winch for which the necessary parts could not be obtained, while storage space for fishing gear was not made available until July. A considerable amount of work remains to be done ashore and on board the fishery vessel before the department can be regarded as adequately equipped for its duties. 654

The recording of the amount of fish handled by the four markets in the Colony was instituted early in the year. This and public opinion have emphasised the fact that the present fishing industry is unable to supply the needs of the population of the Colony except for occasional brief periods. The result has been a varying scarcity and occasional short gluts, the high but fluctuating prices causing hardship for the consumer and insecurity for the producer. How much the position has been due to poor catches and how much to increased population it is as yet impossible to say ; the fact remains that a population of over 100,000 is dependent for its fish on a small fleet of paddling and sailing canoes with a range of a few miles, and that no storage facilities exist except for one small and obsolete cold store, and a number of decrepit ice boxes at the markets. 226 433 [254]

The Fishery Department is attacking the problem in two ways, by increasing the efficiency of existing equipment and methods and by exploring neighbouring waters with the fishery vessel in search of 654 226

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

654 grounds which could be worked profitably by larger power craft.
226 Experiments with outboard motors on dugout canoes have been moderately encouraging, and it is hoped that a method of mounting one particular model through a central trunk, which is now being tested, will provide a small power craft suited to the fishermen's needs. The larger planked beach-boats or sambuks have much greater possibilities. The Colony has bought a 9-h.p. diesel engine and installed it in the sambuk of a leading fisherman, on hire-purchase terms. After five months he is very pleased with it, although the installation is not yet wholly satisfactory.

[464] In general the introduction of mechanical power to the Aden fishermen presents many problems. There is an acute shortage of carpenters and mechanics capable of installing engines but plenty of self-styled experts ready to damage both engine and boat. Then, when an installation is complete, it must be placed in the hands of an illiterate with no mechanical knowledge whatsoever, beyond what the engineman of the fishery vessel and the Fishery Officer have been able to teach him since he accepted the loan. Once the sambuk owners have become used to engines, it should be possible greatly to reduce the labour of working their nets by installing winches, and thereby enable them to dispense with some of their at present uneconomically large crews.

Attempts to find productive grounds with the fishery vessel proved abortive, as the sein winch-drive broke in May and the necessary parts did not arrive in Aden until December. Two encouraging shots of mixed sea perch were made in Ghubbet al Haikah, 70 miles from Aden, before the mishap occurred, however, so it is to be hoped that this and other grounds will be found to hold fish during 1951. The use of craft of this size could only be undertaken in conjunction with cold storage in Aden, as the landing of a full cargo would temporarily glut the market. The craft themselves would have either to carry ice or else to be fitted with refrigeration. Such an undertaking would be outside the scope of any but the largest Aden firms, unless the cold store belonged to a separate concern.

In order to estimate the potential market for quick-frozen fish with the shipping calling at Aden, the Fishery Officer and the Harbour Master drafted and circulated a questionnaire on the subject. This revealed a monthly demand for approximately 15 tons which would be open to a concern equipped with modern cold storage, over and above what could be sold ashore to the people of Aden.

228 In addition to the trade in fresh fish, the Colony of Aden is the centre
439 of a considerable entrepôt trade in cured fish, a great part of the total catch from the south coast of Arabia, the southern Red Sea and Somaliland being brought by dhow for the exporting merchants, who store it in godowns on islands in the harbour. Their principal market is Colombo, but large quantities go to East Africa. The Aden Port Trust records a total of nearly 120,000 cwts. of dried and salted fish as having left Aden in 1949 : the 1950 returns are not yet available.

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden mm1

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The Island of Perim was visited early in 1950, when a good haul of sharks was made by the fishery vessel. Shark lines have been lent to the inhabitants, but the poorness of their boats, the bad weather and the roughness of the bottom led to the loss of many hooks. The Administrator of Perim has been granted funds to provide a motor sambuk during 1951, of which the Perim water-plant foreman will be engineman.

OTHER INDUSTRIES

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As already stated, the main industry is the bunkering of ships and the handling of cargo. These activities are in the hands of large firms, the labour employed consisting almost entirely of immigrant Yemeni Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

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As an example of the diverse nationality of business ownership in Aden, the following are the main concerns and the nationality of their proprietors:

Salt Works	Italian, Indian
Soap Works	French
Dyeing and Printing	French, Indian
Aluminium Factory	Indian
Shipping Agencies	British, Indian, French
Ship-owning	British, French, Arab, Indian

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There are no co-operative societies.

Aden has no agriculture, forests or mines. Animal husbandry is confined to the keeping of a few hundred cows for dairy purposes.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

skipper, one engineer and six crew, one accountant and one clerk/interpreter. A few statistical posts are operating in the Protectorate but Colony statistics on a weight basis will not be collected until April, 1953.

Local fishermen are encouraged to increase yields by using better materials, different gear, powered boats and to fish in any newly discovered areas, particularly off-shore. In addition the setting up of co-operative societies, a debt settlement organisation and better run markets are contemplated.

A Government loans fund of £2,000 per annum for fishermen was created in 1950. Two fishermen have mechanised their sambuks; corks for floating nets have replaced pieces of wood; more and more fishing nets are being made from machine-made twines; and better shark-fishing tackle is being introduced. Manufactured net preservatives and nylon traces are beginning to be used by the hand-line fishermen.

Fisheries Committee

A Government Fisheries Committee was appointed in 1951 to direct the activities of the Fisheries Department. Much of the progress mentioned above has been achieved since its creation. The Committee suggested a radical change in fish marketing, the setting up of a marketing organisation, debt settlement, long-term credit for fishermen, the repeal of restrictive fisheries laws and greater efforts by the Fisheries Department to find further fishing grounds and new methods suitable for the local fishing industry. All these suggestions have been favourably considered by Government and it is hoped that development will not be slow once the necessary steps have been taken.

OTHER INDUSTRIES

As already stated, the main industry is the bunkering of ships and the handling of cargo. These activities are in the hands of large firms, the labour employed consisting almost entirely of immigrant Yemen Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

There are some small factories owned by private companies. The chief products are soap, soft drinks, aluminium pressed domestic utensils, cigarettes and dyed and printed cloth. These supply local demand and provide for export to adjoining territories.

Of the industries organised among small producers, the principal one is the weaving of cloth by one-man treadle-operated handlooms which supplies Aden and adjoining territories. Small crushing plants, with one camel turning a mill, extract sesame oil for cooking purposes.

The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.